

SPRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE SECRET TREATY.

From the N. Y. Tribune. A new and very serious consideration is introduced into the European quarrel by the publication of the points of a proposed secret treaty between France and Prussia. For the disclosure we are indebted to the London Times, which vouches for the accuracy of its statements with an earnestness that would hardly be assumed without good reason. The treaty, to be sure, has been rejected by Prussia, but it betrays so clearly the purposes of France that all Europe will be likely to take alarm, and we may hear at any time of alliances which will render necessary a general war. Our despatches do not mention the date of the proposed instrument, but it must have been about the close of the war of 1866, when it is well understood that negotiations whose purport never was divulged took place between the Emperor Napoleon and King William. By this treaty France offered to acknowledge the title of Prussia to the territories which had absorbed in the course of the war, and to consent to the union of North and South Germany, provided the German provinces now embraced in Cisalithian Austria were not included. In return for this Prussia was to permit France to seize Luxembourg and Belgium. Bismarck rejected the proposal, and the rejection was accompanied with almost contemptuous nonchalance; for France was not only refused her demands, but was obliged to submit to those movements on the part of Prussia for which her demands were made as an offset. Bismarck took the price she offered, and gave her no return for it. We can imagine how Napoleon must have writhed under this humiliation, and his pain probably was all the greater as he felt that he had deserved it. But what, after this disclosure, are we to think of the official declaration made by the Government last week, that this war was undertaken strictly in self-defense against the aggressions of Prussia? that there was no purpose of assailing any State except the kingdom of Prussia proper; that France had no designs against any of the neutral powers. Here we have absolute proof that the possession of the Rhine frontier, in her understanding of it, includes not only the transfer of Rhenish Prussia but the obliteration of Belgium and naturally the appropriation of all that part of Holland lying south of the Rhine. "The Berlin Cabinet," said the French official mouthpiece the other day, "wished to turn to account the power already acquired by displacing definitively, to the advantage of Prussia, the international equilibrium, and has therefore shown a premeditated intention to refuse its guarantee, which were indispensable to our security as well as our honor." The guarantee essential to the honor and dignity of France is, therefore, the permission to commit political larceny of Belgium and Luxembourg; and preserving the international equilibrium means that whenever a German State joins the North German Confederation, France must be permitted to steal another State to counterbalance it! France, in a word, making war against Prussia on the ground that Prussia is bent on territorial aggrandizement, is convicted of entertaining that same purpose herself in a vastly aggravated form; for whereas the most that can be said against Prussia is that she threatens in an honest way to absorb the German nation, France attempts to extend her boundaries by sheer robbery, without other pretext than the possession of the necessary power. The partition of the kingdom of Poland was not a greater crime than this atrocious deed to which Napoleon attempted to win King William's assent.

We have little doubt that England in this emergency will come to the rescue of the Belgian monarchy, whose independence she is bound, in common with other powers, to guarantee, and when England has entered the field it is hard to say what other alliances may follow. We may possibly see the greater part of Europe arrayed against the Third Napoleon as it was formerly arrayed against the First. But there will be no such struggle now as there was in the time of that splendid military genius whose glory the present ruler of the Tuileries is trying to copy. England is capable alone of dealing France a terrible blow, for England can cope with the French navy and open the Prussian ports; can neutralize any French movement in the direction of the North Sea, and with the co-operation of Belgium and Holland can defeat Napoleon's purpose of making a base of operations in Denmark. The rumored evacuation of Rome is equivalent to a rumored alliance between France and Italy, and we presume there is already an alliance of some kind between France and Spain; but neither Prussia nor Victor Emmanuel is in a condition to give Napoleon any help. As for Russia and Austria, it will be strange if, in the face of this disclosure, they enter the quarrel on the French side.

AMERICAN SYMPATHY IN FOREIGN WARS.

From the N. Y. World. Although the people of the United States are devoted to money-getting, there is no people whose enthusiasm is more easily stirred or who take a more spontaneous interest in a cause whose success can bring them no advantage. Our citizens have always been more prone to headlong, uncalculating sympathy than to guarded, selfish prudence. The French Revolution broke out in the same year that our Federal government was organized; and for the ensuing ten years our domestic politics were colored by the conflicting views of our citizens on that mighty conflict. The Democratic party then in process of formation under Jefferson were zealous partisans of the French Revolution, Hamilton and the Federalists taking the other side. Its heated French partisanship was of no real advantage to the Democratic party, its ultimate triumph depending mainly on its opposition to the alien and sedition laws—a purely domestic question. Before Jefferson became President, Napoleon had risen to supreme power on the ruins of the French republic, and in Jefferson's inaugural address he took the same position that had always been held by Washington—"peace, commerce, and honest friendship with all nations—antagonizing alliances with none." The Democratic party never afterwards professed any strong sympathy with the cause of France in the wars which she continued to wage with her adversaries. The original sympathy was premature and misplaced, and brought no advantage to the political party which espoused the French Revolution.

The next foreign war which engaged the sympathy of our people was the contest of the Spanish South American colonies for their independence. There were no party

differences on that question, our whole people giving their unanimous good wishes to the Spanish colonies, although our Government preserved its neutrality. But none of the new republics, from Mexico southwards, have given us any reason to be proud of our foresight. They have been independent for half a century, and during this long period they have all been in a state of chronic anarchy.

The Greek revolution was the next foreign contest which deeply stirred public feeling in this country. It occasioned some of the finest orations of eloquence in our Congressional debates, but the subsequent history of Greece has shown that we over-estimated the importance of the cause and the capacity and virtues of the Greek people. That hallucination quickly passed; and there is at present no people of Europe who awaken less admiration than that pestiferous nest of brigands, the modern Greeks.

After the Greek revolution, there ensued in Europe a long period of peace, which was not seriously broken until the republican uprising of 1848. The most remarkable of those movements was the overthrow of Louis Philippe and the setting up of a new French republic. The sympathy of our people went of course with the French republicans. A resolution was offered in the American Senate congratulating the French people on the change; and on that occasion Mr. Calhoun made a terse, cautious speech deprecating the passage of the resolution as premature until it was seen whether the new republican institutions were likely to be permanent. Mr. Calhoun's wariness was fully justified by the event.

The second French republic, like the first, was a short-lived, unsatisfactory experiment, terminating in imperial despotism. The American sympathy lavished on other parts of the revolutionary movements of 1848 was equally premature and unreflecting. We went wild over the cause of Hungary, and made a great hero of Kosuth. When we look back upon that enthusiasm it seems like a transient frenzy. Kosuth sneaked out of his country under an assumed name, and led an obscure life in London; and the Hungarian cause collapsed and soon became as flat as uncooked soda-water. Mr. Webster, who had written his celebrated Hulseman letter as a magnificent bid for the popularity which attended the Hungarian cause, received but a small fraction of the votes of the Whig Convention, and furnished a new demonstration that no political capital can be made in this country by floating on transient popular sympathy with a foreign belligerent. That kind of enthusiasm is so flashy, and is so apt to be put out of countenance by practical results over which Americans can exert no control, that a wary politician will be shy of placing any reliance on it.

American sympathy with the Roman revolution in 1848 was ill bestowed, as nobody now doubts that it retarded and put back the progress of liberal ideas in the Papal dominions. The lesson of all these examples is, that while such sympathy may be excusable, it cannot be turned to political account in our party struggles. In the Crimean war, our sympathies were on the side of Russia, but in the end Russia got badly whipped. Political parties in this country have never gained anything by taking stock in foreign quarrels.

The foolish attempt of the Republican party to utilize the present outburst of German patriotism will prove no exception to the uniform rule. Our German citizens see through and despise it. Their enthusiasm is spontaneous and genuine, and therefore respectable; but the attempt to raise a Republican chorus is sheer demagoguism. The Germans are not absurd enough to expect our Government to aid Prussia; and they see as clearly as we do that the question cannot enter into American politics. The grounds and probable results of the war are a proper enough subject for individual opinion, but not for political action. Whether pro-Prussian or pro-French sympathy is well bestowed depends upon whether free and wise government will be promoted in the country to which we give our good wishes—a question which nobody can answer at this early stage of the quarrel.

JOHN CHINAMAN AND WOMAN'S WAGES.

From the Woman's Journal. The injustice of woman's disfranchisement is forcibly illustrated in the Chinese question as it now presents itself. "An ounce of example is worth a pound of precept." Take the following instance:—

Among the new avenues recently opened to woman's labor, one of considerable importance is found in steam laundries. A number of these establishments are already in successful operation in and near New York. Mr. R. C. Browning, the enterprising proprietor of "Doty's Washing-machine" and the "Universal Clothes-wringer," who has done so much, by the successful introduction of these invaluable household machines, to relieve the women of America from domestic drudgery, has recently erected one of these laundries in Orange, New Jersey. In this large establishment he employs some two hundred women. These women work together by the piece. With the aid of powerful steam machinery, shirts are starched and ironed at eight cents a piece. At these prices the women earn from a dollar and a half to three dollars per day, according to their strength and skill.

A few days ago we called, in company with Mr. Browning, upon one of his heaviest customers, Mr. C., an extensive manufacturer of shirts. In the course of conversation, the difficulty of getting faithful and industrious working-women being considered, Mr. C. urged Mr. Browning to import Chinamen to take the place of women in his laundry. Chinamen can be hired at seventy-five cents per day in gold by the year. They are steady, strong, docile, patient, industrious, and persevering. With a little practice, they will do more work for seventy-five cents than the women now do for three times that sum.

Mr. Browning admitted the facts, acknowledged the greater convenience and larger profit, but—to his honor be it spoken—expressed his unwillingness to supplant the labor of women by importing men to fill their places.

Yet how few keen, shrewd business men would share this chivalrous feeling! How long will it be ere working-women will find their scanty wages still further reduced by the competition of these laborious Asiatic human machines?

And yet—while working-men have the matter under their own control, and can influence legislation in their own favor by their votes as they may deem wise and expedient—votes of thousands of working-women are prohibited by law from expressing an authoritative opinion in regard to a matter of vital interest to themselves. A very broad may be taken from their mouths by the importation and substitution of servile laborers. And these servile laborers are legally constituted their political superiors, and are authorized to make laws, public opinion, and social

regulations, to which these disfranchised American women must helplessly conform.

Without expressing any opinion as to the wisdom of admitting or excluding their Chinese competitors, we demand the ballot for these working-women as their natural right. It is for them to say whether this immigration shall be permitted or prohibited. No other class of citizens have an exclusive right to settle a question in which these women have so vital an interest.

What would any class of working-men say if they were thus excluded? What would the carpenters say if they were disfranchised when the rights of the laborer are in question? *Could they be Carpenters?* Or the lawyers, if they were disfranchised when laws are to be enacted, because they are lawyers? Or the liquor-sellers, if they were prohibited from voting on the question of licenses, because they are liquor-sellers? What a cry of injustice would be raised, and what sympathy would be awakened!

Shame on our code of political ethics! It is respectable to be a Crispin, or a lawyer, or a liquor-seller. *It is a crime to be a woman.*

THE PRESIDENT AND CONGRESS.

From the N. Y. Herald. A retrospect of the last session of Congress reveals the somewhat curious fact that while there was no apparent conflict of opinion between Congress and the Executive, there was at the same time very little harmony of action between these two branches of the Government, and that while President Grant has retained, if not increased, his popularity, Congress has not increased in public favor. It is not surprising, therefore, that there were many important matters in regard to which it was expected that proper action would be taken by Congress; but weeks and months wore by, and finally the session closed and the expectations of the people were disappointed. Prominent among these subjects was the restoration of American commerce, to which the President called attention in his annual message, in a special supplementary message, and finally in an earnest remonstrance against adjournment until the necessary legislation was had on the subject. But all in vain. Congress either had not the will or had not the ability to grapple with the question and to resolve upon the only practical method of restoring to American ships their share of the carrying trade of the world.

There may be some excuse for the principle of protection where the market is under the exclusive control of the Government, and people resorting to that system for the purpose of developing home industry; but where no such exclusiveness can exist, as on the ocean, which is free to all, there the principle of protection is the stupidest absurdity, and can only result in utter failure. How could an American shipping merchant, whose ship cost him from twenty-five to forty per cent. more than the same vessel would cost an Englishman, a Frenchman, or a German, and whose sailing expenses were also much heavier, expect to maintain competition with such odds against him? He could not do it, and consequently there is no longer any American foreign commerce. The remedy was plain. Keep up, if such be the policy, the protective system at home; but when you have to compete with free trade on the ocean, do it under free trade principles. Let the American merchant buy his ships where he can get them cheapest and best. Let everything used on board his ships be free from tax and duty. And at the same time, to keep up shipbuilding at home, let all materials used in the trade be also free from tax and duty of all kinds. By these means, and by these alone, could our foreign commerce have been regained. The President knew this, as the people knew it, and he three times brought the matter to the attention of Congress. But, distracted by a variety of other subjects, by tax and tariff bills, by land grant jobs, by disgraceful election contests, and by the thousand and one trifling matters that occupied every day of the session, Congress found but little time to give to this most important question; and when it did find time to consider it, the opposition of the protectionists defeated any measure that could have brought relief. On this question, therefore, President Grant stands fully exposed, and it is on Congress that all the responsibility rests, matter to the holder.

On other questions besides this there was an absence of accord manifested between the President and Congress. Notwithstanding the urgent desire of the President to have done with the reconstruction tinkering of Georgia, it was only in the closing days of the session that a bill for that purpose passed both houses; and even that was intentionally left open to opposite constructions, so that it can hardly be deemed a finality. The action of Congress, too, in regard to Cuba, St. Domingo, the tariff, the income tax and other matters has not tended to enhance its reputation or make it popular with the people.

We have seen, too, how leading Republicans in both houses set themselves up against the Executive. There was Mr. Dawes, of Massachusetts, the chairman of the Committee on Appropriations in the House, who made a famous onslaught upon the President and his administration on the score of extravagance in public expenditures; but he subsequently reconsidered his position, virtually retracted his charges and gave a certificate of economy to the administration. Then there were Senators Sumner and Wilson, of the same State, who remonstrated against the removal of Mr. Motley as Minister to London, and Senator Fenton of this State, who made a similarly fruitless outcry over the New York Custom House changes. But all these manifestations of opposition were powerless, and only served to strengthen President Grant and to exhibit the weakness of those who would set themselves up against him.

The upshot of the whole thing is that the Republican party has, chiefly through the unpopularity of Congress, weakened so considerably throughout the country that some of its most observant leaders expect a large accession to the Democratic ranks in the next Congress; while, on the other hand, President Grant, unaffected by the withering out of the Republican party, stands before the people with a popularity undiminished, but rather increased, by the events of the last eight months. Let him enjoy his relaxation at Long Branch, buoyed up by the reflection that although his party may have fallen in public estimation, the people recognize the fact that he has done his whole duty and honor him accordingly.

RAILWAYS AND THE PUBLIC.

From the N. Y. Times. Little more than forty years ago the first American railroad was opened. To-day we have over fifty thousand miles of road busily engaged, besides many thousands of miles projected or being built. From the very first we seem to have recognized the railroad as an important aid in the work of material development, and have steadily made it a pioneer agency. In so doing we adopted precisely the opposite course from that pursued in Europe. There the railroad was the

result of over-crowded civilization; it was built by capital as a venture, not only to secure dividends, but to increase the value of property in old settlements. With us, railroads have been built chiefly as a means of enabling the pioneer to reach the markets of the country with his produce.

For many years the tide of emigration was confined to the channels of water communication. The basin of the great lakes, and the beds of navigable rivers, were first occupied by the settlers, but these very soon became filled, and then the living stream was forced back into the interior in order to reach the choice lands. In due time came the demand for railroads to accommodate this latter class, and for many years the resources of the country were severely taxed to meet it. Meanwhile, the East was engaged in a similar work of local development. While the West was struggling to build railroads to take its grain to market, the East was building them as a means of developing its mines, its manufactures, and its internal traffic. Having first built short lines between important points, they were converted by means of consolidation into great lines under one management, with vast combinations of business interests.

This process has gone on for years, and with the most startling results. The "consolidating process" is one peculiar to this country, and if pursued for a few years longer it will create some of the most gigantic monopolies ever known in the world. In illustration of our meaning, it may be stated that the Pennsylvania Central Railroad owns and controls by lease over 2,700 miles of track, with a property of \$1,000,000,000. The New York Central practically controls over 5,000 miles of track, with a property of \$300,000,000, while the Erie Railway, the Chicago and Rock Island, and several other lines, are continually making new combinations, for the purpose of securing the rapidly developing business of the great West, and of the Pacific slope.

With this process of accretion constantly going on, the result must be the speedy creation of a power which cannot be without influence beyond its legitimate sphere of operation. The records of legislation Albany, Harrisburg, and Madison, during the last twenty years, contain some of the largest railroad jobs ever witnessed among civilized peoples, and most of them were accomplished by unfair means. Within the last ten years at least three hundred millions of acres of our public domain have also been given away by Congress to railroad speculators, and new schemes are presented at every session. What the country has to fear is that, ultimately, the railroad interest will, through consolidation, become so strong that it will be beyond legislative control. Already the various companies do pretty much as they like. How will it be a quarter of a century hence?

THE ONEIDA AND MR. EYRE.

From the Pall Mall Gazette. The question which has been raised as to the conduct of Captain Eyre of the Bombay in the collision between that ship and the Oneida is important, not merely on account of the terrible consequences of that disaster, but of the interpretation which is in the future to be attached to Lord Kingsdown's clause in the Merchant Shipping Act. The main facts of the case are doubtless fresh in the recollection of our readers. The finding of the court of inquiry at Yokohama, with the sentence it passed, conveyed heavy censure on Captain Eyre. It decided that he was in no apprehension as to his own ship, that he suspected the Oneida had sustained serious injury, that notwithstanding he hurried with extreme haste from scene of disaster, having given no orders as to keeping a look out for signals of distress. Accordingly the court pronounced him guilty of a breach of that section of the Merchant Shipping Act which prescribes the obligations of commanders in similar circumstances, and suspended his certificate for six months. Mr. Eyre's conduct was thus formally condemned by a competent British court, and, as may be easily supposed, the language and the finding but faintly reflected the violence of American feeling. The Secretary of the American navy writes to the speaker of the House of Representatives:—"There can hardly be any question as to the conduct of the responsible commander of the Bombay after the collision took place, and on this subject the department is constrained to reply that it appears to have been the result of a reckless disregard of human life and of the common obligations of humanity." Under these circumstances Captain Eyre appealed to the Board of Trade. The reply of the Board of Trade left him in a position considerably worse than before. It pronounced him guilty of a "gross" breach of the section of the Merchant Shipping Act we alluded to before. It declared its opinion that the sentence he remonstrated against had been too lenient, and "it desired to point out that he had been guilty not only of an offense created by statute, but of a disregard of the natural duties which circumstances of danger, such as that of the Oneida, impose on those who have been the unwilling cause of the danger."

It is impossible to deny that as thus stated the offense of which Captain Eyre was found guilty was one of the gravest kind, and we must say we agree with Mr. Lefevre that for such an offense six months' suspension is an altogether inadequate penalty. At the same time we must acquit Captain Eyre of deliberate and intentional inhumanity. Short of that, his behavior was as bad as possible. He was careless and indifferent under circumstances when carelessness and indifference became positively criminal, and with a haunting suspicion on his own mind that the condition of the Oneida might be very desperate, refrained from taking any steps to ascertain what were the actual circumstances of that vessel. Certainly there was no positive evidence before him that the Oneida was in serious danger. This does not rest solely on his own assertion. It is corroborated by other testimony on board the Bombay. The chief officer calls the collision "just a touch, a bound, and a graze." The pilot says:—"The shock was very light, and the vessels came into collision in a glancing way." The carpenter:—"The shock was so light I hardly felt it." The chief engineer:—"The shock had no effect on me at all—did not even stagger me." The second engineer did not know it was a collision till they stopped at the red buoy and did not feel it at all. So says Watson, a passenger, while the doctor swears the ladies in the cabin resumed the backgammon it had interrupted for a moment. The pilot, who chances to be an American, says, "I do not believe that Captain Eyre had any idea of the extent of the injury sustained by the Oneida from the way he spoke." The chief officer heard the captain ask the pilot, "Do you think she is much damaged?" to which the man replied, "No; you can go back if you like, but I do not see that there is any occasion for it."

At the same time, it is perfectly clear that Captain Eyre was not easy in his own mind on the subject. His questions to the pilot

prove as much; and Lieutenant Clements states that when he went on board the Bombay, immediately on his arrival at Yokohama, Captain Eyre informed him that he had cut off the quarter of a Yankee frigate, adding, "Serve her right; she crossed our bows with a starboard helm." It is impossible to conceive how Captain Eyre could suppose that he had cut off the quarter of a Yankee frigate and yet not know that she was in considerable danger. Moreover, a moment's reflection should have shown him, as Admiral Bedford remarks, that if a vessel which gave the other her bow and stern could be injured, much more must that vessel have been damaged which received the blow abaft the mizzen chains and at such an angle of incidence. With regard to the looking out for signals of distress, Mr. Eyre swears he was on the watch for them for a quarter of an hour, and remarks, plausibly enough, that he relied on seeing a blue light if not hearing a gun; for in all well-ordered ships light signals are kept ready for kindling at a moment's notice, as they were in his own. As it happened, and most unfortunately, by the confession of the Americans, their blue lights were stowed away where no one knew to look for them in an emergency. On the other hand, the evidence is conclusive that the Bombay did not wait for more than five minutes, as was proved by the engineer, who kept a reckoning of the time on his slate. As to Captain Eyre's idea of risk to his own ship, we do not believe he could seriously have apprehended any. The chief officer indeed told him she was making good way, and the carpenter "could not say with certainty whether the water was coming in." But if he believed there really was danger, it would, as Mr. Lefevre observed in the debate, have been better to have remained where he was, close by the Taratogu Spit, where the Bombay could have been safely run ashore, than to run twelve miles to Yokohama; and just in proportion as there was fear for the Bombay, there was reason for greater fear for the Oneida, which received on her quarter the blow. Even holding as we do on board the Bombay that the collision was a slight one, it became Captain Eyre's duty to stand by and exhaust all ordinary means to assure himself of the condition of the other ship. The amount of injury he suspected in his own ship ought to have suggested the possibility of grave damage to the other, nor should he have satisfied himself lightly with negative assurances to the contrary.

Under such circumstances as these, to whitewash Captain Eyre would be, it seems to us, practically to abrogate, or at least greatly to diminish the value of, Lord Kingsdown's clause requiring assistance to be given in cases of collision. We have no desire to bear hardly on Captain Eyre, whose fault was rather one of judgment than intention, but it is most important it should be understood that the duty of commanders at such times is not to speculate on the possibility of the vessel struck not having been seriously injured, but to ascertain positively what is her condition, and render any assistance that may be needful.

SPECIAL NOTICES.

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THE PHILADELPHIA HOUSE, CAPE ISLAND, N. J., Madison county, N. Y. The house has been greatly enlarged and improved, and offers superior accommodations for families and gentlemen. Board per day, \$2.00; from June 1 to July 1, \$14 per week; for the season, \$14 to \$17; from August 1 to the month of July and August, \$12; August, \$11. Open from June 1 to October 31. Address, 65 2m H. J. ROCKWELL.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. W. S. LEE & SAWYER, Proprietors. 630 1m

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 103 MOUNT VERNON Street, until July 1. MRS. E. PARKINSON JONES, Proprietor. 615 2m

McMAKIN'S ATLANTIC HOTEL, CAPE MAY, N. J. The new Atlantic is now open. 630 1m

S. FRANKLIN'S COTTAGE FOR BOARDERS, Cape May, N. J., opposite Hughes street, Cape Island. 78 1m

ATLANTIC CITY. UNITED STATES HOTEL, ATLANTIC CITY, N. J., IS NOW OPEN. Reduction of Twenty Per Cent in the Price of Board. Music under the direction of Professor M. F. Alder. Terms \$2.00 per week. Persons desiring to engage rooms will address BROWN & WOELPER, Proprietors, No. 327 RICHMOND Street, Philadelphia. 25 2m

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been re-erected and refitted throughout, and is now ready to make it, in every particular, a FIRST-CLASS ESTABLISHMENT. 611 2m J. FRANKS, Proprietor.

LIGHTHOUSE COTTAGE, Located between United States Hotel and the beach, ATLANTIC CITY, N. J. BOARD REDUCED. Open from June 1 to October 1. 612m JONAH WOOLTON, Proprietor.

THE WILSON COTTAGE, ATLANTIC CITY. A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot. Terms to suit. ROBERT L. FUREY, Proprietor. 76 1m

BEECH COTTAGE, ATLANTIC CITY.—NO BAR. MICHIGAN Avenue, near the Beach. No. 209. Terms to suit. Apply to J. B. DOYLE, Proprietor, or E. F. BARRETT, No. 35 N. EIGHTH Street, corner of Fifth St.

ATLANTIC CITY.—ROSEDALE COTTAGE, VIRGINIA between Atlantic and Pacific avenues, MRS. E. LUNGERN, formerly of THIRTIETH AND ARCH, Proprietress. Board \$1.00 to \$1.25 per week. 611 2m

NETPUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, just below the Mansion House, Atlantic City, IS NOW OPEN to receive guests. All old friends welcome, and new ones also. MRS. JOHN SMICK, Proprietress. 611 2m

MASSACHUSETTS AVENUE, ATLANTIC CITY, IS OPEN for the season. Situated near the best bathing. Has large airy rooms, with spring beds. Terms \$15 per week. 625 2m GEORGE H. MACY, Proprietor.

CENTRAL HOUSE, ATLANTIC CITY, IS NOW OPEN for the reception of guests. 611 2m LAWLER & TRILLY, Proprietors.

THE "CHALFONTE" ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. E. J. BARRETT, Proprietor. 611 2m

INSTRUCTION. EDGEHILL, MERCHANTVILLE, N. J., WILL BE reopened for SUMMER BOARDERS from July 1 to September 15, 1870. The House is now and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board. A few families can be accommodated by applying early. For particulars call on or address REV. T. W. CATTELL, Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y. OTIS BIRBECK, A. M., Principal and Proprietor. A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 715 2m

CHEGARAY INSTITUTE, Nos. 1597 AND 1629 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 16. Rooms for the language of the family, and is constantly spoken in the institute. 415 2m

H. Y. LAUBERBACH'S ACADEMY, ASSEMBLY BUILDING, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chestnut street. 5 20m

WHISKY, WINE, ETC. GARSTAIRS & McCALL, No. 126 Walnut and 21 Granite Sts., IMPORTERS OF Brandies, Wines, Gin, Olive Oil, &c., WHOLESALE DEALERS IN PURE RYE WHISKIES. IN BOND AND TAX PAID. 23 2m

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 145 North SECOND Street, Philadelphia. 23 2m